

**BY ORDER OF THE  
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-289**

**16 FEBRUARY 2006**



***Flying Operations***

***PHOENIX BANNER, SILVER,  
AND COPPER OPERATIONS***

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements the basic policy for providing airlift in support of the President of the United States, the Vice President, and other Presidential directed missions. It is applicable to all units assigned to or gained by Major Command (MAJCOM) providing these services; and applies to commanders, operations supervisors, and aircrews assigned or attached to all flying activities of these commands. MAJCOMs may supplement this instruction after coordination with Air Mobility Command (AMC), the lead command for this instruction. Forward a copy of all published supplements/chapters to the respective MAJCOM Office of Primary Responsibility (OPR), AMC/A33. This instruction applies to C-5, C-17, C-130 and KC-10 aircrews and augments other directives pertaining to airlift operations. It also applies to Air National Guard (ANG) and Air Force Reserve Command (AFRC) units IAW Air Force Instruction (AFI) 10-301, *Responsibilities of Air Reserve Component (ARC) Forces* and AFI 33-360, Volume 1, *Air Force Content Management Program--Publications*. When the guidance in this AFI conflicts with information contained elsewhere, this instruction takes precedence. Contact HQ AMC/A33O for conflict resolution. Comments and suggested improvements to this instruction should be submitted on AF IMT 847, **Recommendation for Change of Publication**, through command channels to HQ AMC/A33, 402 Scott Drive Unit 3A1, Scott AFB, 62225-5302, using procedures outlined in AFI 11-215, *USAF Flight Manuals Program (FMP)*. The Privacy Act (PA) of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS), covers required information. This publication requires the collection and or maintenance of information protected by the Privacy Act of 1974. The authorities to collect and or maintain the records prescribed in this publication are Title 37 *United States Code*, Section 301a and Executive Order 9397, *NUMBERING SYSTEM FOR FEDERAL ACCOUNTS RELATING TO INDIVIDUAL PERSONS*, November 22, 1943. Forms affected by the PA have an appropriate PA statement. System of records notice F011 AF XO A Aviation Resource Management System (ARMS) (December 26, 2002, 67 FR 78777) applies. Maintain and dispose of records created as a result of prescribed processes in accordance with the *Records Disposition Schedule* (RDS) (will convert to AFMAN 33-322, Volume 4) found at <https://webrims.amc.af.mil>.

## SUMMARY OF REVISIONS

This instruction is substantially rewritten and must be reviewed in its entirety. Major changes include integrating AMC's newly formed 18 AF into the airlift and command and control (C2) procedures (see **Chapter 1**, paragraphs **1.2.**, **1.7.9.**, **1.9.1.1.**, **1.9.1.2.** and **1.9.2.**; **Chapter 2**, paragraphs **2.1.3.1.4.**, **2.3.**, **2.4.**, **2.8.3.1.** and **2.8.4.1.**; **Chapter 3**, paragraphs **3.1.1.1.**, **3.1.1.2.**, **3.1.2.1.**, **3.1.2.2.**, **3.1.2.3.**, **3.1.2.4.**, **3.1.3.**, **3.1.4.**, **3.1.6.**, **3.2.1.1.** and **3.2.1.3.**; **Chapter 4**, paragraphs **4.1.1.**, **4.1.2.**, **4.2.1.**, **4.2.2.1.**, **4.2.2.2.**, **4.2.2.3.** and **4.2.2.5.**; and, **Chapter 5**, paragraph **5.3.**; also see **Attachment 1** *Abbreviations and Acronyms*); refining security and OPSEC procedures (see **Chapter 1**, paragraph **1.6.**; **Chapter 2**, paragraphs **2.1.3.11.**, **2.8.4.2.** and **2.8.4.3.**; **Chapter 4**, paragraphs **4.1.**, **4.1.1.**, **4.1.2.**, **4.1.3.**, **4.2.2.1.** and **4.2.2.2.**; and **Chapter 5**, paragraph **5.4.**); updating organizational references (see **Chapter 1**, paragraphs **1.2.**, **1.7.9.**, **1.9.1.1.**, **1.9.1.2.** and **1.9.2.**; **Chapter 2**, paragraphs **2.3.**, **2.4.** and **2.8.3.1.**; **Chapter 4**, paragraphs **4.1.1.**, **4.1.2.**, **4.2.2.1.**, **4.2.2.2.**, **4.2.2.3.** and **4.2.2.5.**); clarifying aircraft loading procedures (see **Chapter 1**, paragraph **1.7.6.**; **Chapter 2**, paragraphs **2.5.**, **2.7.**, **2.8.3.1.**, **2.8.4.2.**, **2.9.2.**, **2.9.2.3.** and **2.9.3.**; and **Chapter 6**, paragraphs **6.1.1.**, **6.1.2.**, **6.1.2.1.**, **6.1.3.**, **6.1.3.1.**, **6.1.4.**, **6.1.5.** and **6.1.6.**); adjusting aircraft ground times (see **Chapter 1**, paragraph **1.7.5.3.**; and, **Chapter 2**, paragraph **2.5.**); passenger procedures and in-flight meals (see **Chapter 2**, paragraphs **2.8.1.1.**, **2.8.1.2.**, **2.8.1.3.**, **2.8.1.3.1.**, **2.8.1.3.2.**, **2.8.1.3.3.**, **2.8.1.4.**, **2.8.3.1.**, **2.8.4.**, **2.8.4.1.**, **2.8.4.1.1.**, **2.8.4.1.2.**, **2.8.4.2.** and **2.8.4.3.**); aircrew policies and procedures (see **Chapter 1**, paragraphs **1.2.**, **1.7.5.1.**, **1.7.5.2.** and **1.7.5.3.**; **Chapter 2**, paragraphs **2.1.**, **2.1.1.**, **2.1.2.2.**, **2.1.2.3.**, **2.1.3.4.**, **2.1.3.11.**, **2.1.3.14.**, **2.1.3.16.**, **2.1.3.17.**, **2.2.2.**, **2.2.3.**, **2.3.**, **2.4.**, **2.5.**, **2.6.**, **2.7.**, **2.8.1.1.**, **2.8.3.1.**, **2.8.4.1.**, **2.8.4.1.1.**, **2.8.4.1.2.** and **2.8.4.2.**; **Chapter 3**, all paragraphs; **Chapter 4**, paragraphs **4.2.2.1.**, **4.2.2.2.**, **4.2.2.3.**, **4.2.2.5.** and **4.2.3.3.**; and, **Chapter 5**, paragraphs **5.3.** and **5.4.**); and, deleting references to the C-141 (see **Chapter 2**, paragraph **2.5.**).

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## Chapter 1

### POLICIES

**1.1. General.** This instruction implements the basic policy for providing airlift in support of the President of the United States, the Vice President, and other Presidential directed missions. It applies to all organizations and aircrews who are responsible for the operation and support of airlift aircraft flying missions in support of presidential requirements. Commanders at all levels must ensure their units are fully aware of the importance and sensitivity of these missions. The guidance in this publication takes precedence over any conflicting guidance issued by field units.

**1.2. Deviations and Waivers.** The HQ AMC Operations Management Division (AMC/A33) is OPR for this instruction. Unless otherwise specified in cited source references, HQ AMC Director of Operations (AMC/A3) is waiver authority. Submit requests to deviate from the guidance in this instruction, or for specific waivers to operational procedures, to HQ AMC/A33 for disposition. HQ AMC Standardization/Evaluation Division (AMC/A37V) is the POC for waivers to operational procedures. Aircrews should contact 18 AF Tanker Airlift Control Center Current Operations (18 AF TACC/XOO) through the 18 AF TACC Global Operations Division (or, Cell) (18 AF TACC/XOCC) to request deviations—TACC/XOO will forward such requests to AMC/A33. Non-AMC aircrews will request authorization to deviate from this instruction through their normal chains of command to their controlling MAJCOM Mobility Airlift C2 Facility (Para. 1.7.9.) which, in turn, will forward the requests to 18 AF TACC/XOCC. Requests for waivers to aircraft operating procedures will be through normal methods established IAW Mission Design Series (MDS) guidance. When extraordinary conditions arise with such short notice as to preclude prior approval for deviations or waivers, the aircraft commander may exercise command authority to deviate from this instruction. In all such cases, aircraft commanders will furnish a written explanation to their commanders within 24 hours, providing copies through channels to 18 AF TACC/XOO and HQ AMC/A33.

**1.3. Requisitioning Procedures.** Instructions for obtaining this publication are posted to the AFDPO WWW site at <http://www.e-publishing.af.mil>.

**1.4. Distribution.** MAJCOMs will establish a control system for distributing this regulation and changes. Unit commanders provide copies of this instruction for all aircrew members and associated support personnel.

1.4.1. At least one copy of this instruction will be maintained in each C-130, C-5, C-17 and KC-10 squadron operations section, readily accessible to operations and aircrew personnel.

1.4.2. Additionally, one copy will be maintained by each of the following:

1.4.2.1. Each mission trip kit.

1.4.2.2. Command Posts, Operations Centers and Air Mobility Control Centers (AMCC).

1.4.2.3. Staff operations, all levels.

1.4.2.4. Air Terminal Operation Centers (ATOC).

1.4.2.5. Air Terminal Manager.

1.4.2.6. Air Freight Manager.

1.4.2.7. Fleet Service.

1.4.2.8. Director, Airlift Operations, White House Military Office (WHMO).

**1.5. Supplements.** MAJCOMs may supplement this AFI after coordination with AMC, the lead command for this instruction. Forward a copy of all published supplements or chapters to the OPR, AMC/A33, and to WHMO. Supplements and local procedures will not duplicate, alter, amend, or be less restrictive than the provisions of this basic AFI or of flight manual publications.

**1.6. Operations Security (OPSEC).** The responsibility for OPSEC associated with PHOENIX BANNER, SILVER, and COPPER missions rests with all personnel involved. Limit the dissemination of pertinent information to those having operational and or leadership responsibilities. In reference to these missions, and particularly to the travel of DVs on these missions, do not use the terminology “Phoenix Banner,” “Phoenix Silver” or “Phoenix Copper” when using non-secure transmission modes (radio, telephone, e-mail, FAX, fiber optics, etc.); rather, use the Global Decision Support System (GDSS) mission numbers to identify these missions. Do not associate the names, duty titles or ranks of the DVs traveling with any mission details unless using secure communications. Ensure all actions relevant to this regulation comply with the guidance in AFI 10-1101, *Operations Security*.

## **1.7. Terminology.**

1.7.1. Special Assignment Airlift Mission (SAAM). A SAAM is operated (other than by the 89th Airlift Wing) to satisfy a requirement to pickup or deliver cargo and/or personnel at locations other than those established within the normal channel structure. It is a mission needing special consideration because of the number of passengers, weight of the cargo, size of the cargo, urgency, sensitivity of movement, or other special factors.

1.7.2. PHOENIX BANNER. A SAAM supporting the President of the United States.

1.7.3. PHOENIX SILVER. A SAAM supporting the Vice President of the United States.

1.7.4. PHOENIX COPPER. A SAAM supporting White House-directed missions when not supporting the President or Vice President.

1.7.5. ALFA, BRAVO, and CHARLIE Alert. Alert definitions are expanded as follows when constituted in support of PHOENIX BANNER, SILVER, or COPPER missions:

1.7.5.1. ALFA Standby. Aircraft and aircrew capable of departing 1+00 hour after alert for C-130, C-17 and KC-10 and 1+30 hours for C-5.

1.7.5.2. BRAVO Standby. Aircraft and aircrew capable of departing 3+00 hours after alert for C-130, KC-10 and C-17 missions, and 3+45 for C-5 missions.

1.7.5.3. CHARLIE Standby. Aircraft and aircrew capable of entering crew rest within 2 hours after notification and becoming legal for alert 12 hours after entering crew rest. C-130 aircraft and aircrew will be capable of departing a maximum of 17+15 hours after entering crew rest. C-17 aircraft and aircrew will be capable of departing a maximum of 17+45 hours after entering crew rest. KC-10 and C-5 aircraft and aircrew will be capable of departing a maximum of 18+15 hours after entering crew rest. Aircrews may then be placed in ALFA, BRAVO, or tasked to fly.

1.7.6. Load Time. The time established by WHMO Airlift Operations and PHOENIX BANNER users as the time aircraft doors are open and aircrew is ready to load cargo or equipment. All servicing activities should be accomplished prior to this time.

1.7.7. Common Users of This Mission. The single POC for each of these users on a given flight is referred to as the troop commander.

1.7.7.1. United States Secret Service (USSS).

1.7.7.2. White House Communications Agency (WHCA).

1.7.7.3. Marine Helicopter Squadron One (HMX-1).

1.7.7.4. Senior Executive Service (SENEX), or (SES).

1.7.7.5. Presidential Airlift Group (PAG).

1.7.8. Banner Express. This expression refers to the deployment of aircraft, aircrews, maintenance personnel, support equipment, and a command element to sustain the anticipated high ops tempo of PHOENIX BANNER/SILVER operations within the continental United States (CONUS) during an election season.

1.7.9. MAJCOM Mobility Airlift C2 Facility. This generic expression identifies Command and Control (C2) facilities or organizations within an Air Operations Center (AOC) which provide command and control over mobility airlift missions. The following organizations are examples: Force Projection Operations Center (FPOC) within United States Air Forces in Europe (USAFE); Air Mobility Division (AMD) within US Pacific Command Air Forces (PACAF) or US Central Command Air Forces (CENTAF); 18 AF TACC within AMC; and, others. **NOTE:** The expression Air Mobility Operations Control Center (AMOCC) is being phased out.

## **1.8. Airlift Priority—DoD Transportation Movement Priority System (DTMPS).**

1.8.1. DTMPS priority 1A1 applies to PHOENIX BANNER and PHOENIX SILVER missions.

1.8.2. DTMPS priority 1B1 applies to PHOENIX COPPER missions.

## **1.9. Mission Tasking Authority.** WHMO Airlift Operations validates PHOENIX BANNER, SILVER, or COPPER missions and assigns SAAM numbers.

1.9.1. C-130, C-5, C-17 and KC-10 Tasking:

1.9.1.1. During Normal Duty Hours. WHMO Airlift Operations validates SAAM airlift requests to United States Transportation Command (USTRANSCOM) J3, Operations Directorate (TCJ3). The TCJ3 forwards validated requests through 18 AF TACC/XOO to 18 AF TACC Mobility Management (TACC/XOB), who will task the appropriate airlift wing via telephone, facsimile or other electronic means. AFRC taskings will be coordinated through HQ AFRC Command Center at DSN 497-0680 or 1-800-223-1784 (Extension 70680).

1.9.1.2. Other Than Normal Duty Hours. WHMO Airlift Operations validates SAAM airlift requests to TCJ3 through 18 AF TACC. TCJ3 passes validated requests to 18 AF TACC/XOB through 18 AF TACC/XOO and informs 18 AF TACC Director of Operations (TACC/XOZ) and 18 AF TACC Command and Control (TACC/XOC) of the new taskings. 18 AF TACC/XOB, through 18 AF TACC/XOC, then tasks the appropriate airlift wing/group through the associated

Current Operations Squadron (OSS) or command post. AFRC taskings will be coordinated through HQ AFRC Command Center at DSN 497-0680 or 1-800-223-1784 (Extension 70680).

1.9.2. Tasking Non-AMC Assets (PACAF / USAFE / CENTAF). WHMO Airlift Operations validates SAAM requests to TCJ3, who passes validated requests to 18 AF TACC/XOO. For US Pacific Command (PACOM), US European Command (EUCOM) and US Central Command (CENTCOM) theaters, the TCJ3 should contact the respective Joint Movement Center (JMC). The JMC then directs the appropriate theater or MAJCOM Mobility Airlift C2 Facility to contact 18 AF TACC/XOOO to coordinate mission details.

## Chapter 2

### AIRCREW PROCEDURES

**2.1. Aircrew Mission Procedures.** The Global Decision Support System (GDSS) provides detailed mission tasking information. Unless GDSS calls for an augmented aircrew, units will plan on using a basic aircrew with three loadmasters on C-5 aircraft, two loadmasters on C-17 aircraft, and one loadmaster on C-130 aircraft (two loadmasters or one loadmaster and another qualified aircrew member are required if more than 40 passengers are carried on a C-130). On KC-10 aircraft, the basic aircrew should include an extra boom operator if cargo operations are required, or an extra boom operator qualified to handle passengers (or an extra aircrew member knowledgeable in passenger procedures) when more than 31 total people are on board. Normally, aircrew evaluations should not be scheduled during the mission.

2.1.1. Aircrew Selection. Squadron commanders and operations officers will ensure that aircrew members chosen for these missions are certified IAW Para 2.1.2. and highly capable. Selection should be based on qualification, proficiency, experience, maturity, and mission complexity. As a minimum, the aircrew must be qualified and current to fly the aircraft's lowest certified instrument approach minima capability (i.e., AFI 11-2C-17, V3, Para 6.42.3.2, Aircrews will not execute an actual CAT II ILS to minimums unless both pilots are current in CAT II ILS. The aircraft commander must have logged at least 100 hours in command since the current aircraft commander qualification).

2.1.1.1. Aircraft Commanders. Squadron Commanders will select the aircraft commanders to command PHOENIX BANNER, SILVER, or COPPER missions from among their most qualified aircraft commanders. Selection is a judgment-call, based on the overall performance of candidate A/Cs and on their experience level since upgrade to A/C.

2.1.2. Aircrew Certification. All aircrew members will complete the following training program and be certified prior to flying unsupervised on a PHOENIX BANNER, SILVER, or COPPER mission. Training will focus on the unique circumstances that differentiate this mission from other missions. Aircrew members may enter PHOENIX BANNER, SILVER, or COPPER mission training once they begin mission qualification training (airland only). Wings will establish and maintain PHOENIX BANNER training programs. As a minimum, the training program will consist of:

2.1.2.1. An instructor-led, in-depth review of AFI 11-289, including a discussion of tasking and execution agencies for PHOENIX BANNER missions and how the aircrew will interface with these agencies. It must also include a discussion of POCs that the aircrew will have to coordinate with in case of diversion or delay, including the Air Force Advance Agent and the troop commander from the USSS, WHCA, HMX-1, and SENEX. The goal is to educate aircrew members on the interface required between aircrew members and the users.

2.1.2.2. An open book examination of material covered in AFI 11-289, minimum passing score of 80 percent, corrected to 100 percent.

2.1.2.3. A memorandum of certification signed by the squadron commander or operations officer. For AMC, annotate certification on AF IMT 1381, **Certification of Aircrew Training**, and file under Tab 1, Section 1, of the individual's Flight Evaluation Folder. The operations group commander (OG/CC) must review the Phoenix mission-series certifications at the Standardization/Evaluation (STAN/EVAL) Board. For other MAJCOMs, annotate on training letter of transmittal, ARMS, or AF IMT 1381 and file IAW MAJCOM directives.



2.1.3. Briefings. The operating wing will brief the aircraft commander on all aspects of the mission. The aircraft commander will then brief the remainder of the aircrew. The aircraft commander or a designated aircrew member will then discuss these aspects with the designated troop commander. The troop commander is the single POC representing the user. The aircraft commander will ascertain the identity of the troop commander prior to departure. The briefing will include the following:

2.1.3.1. Mission number and priority.

2.1.3.2. Airfields to be transited.

2.1.3.3. Parking locations.

2.1.3.4. Remain overnight (RON) restrictions. Fly mission as planned. To RON at an unplanned stop is problematic and normally will not be approved.

2.1.3.5. Servicing at civilian airfields.

2.1.3.6. Load, takeoff and landing times.

2.1.3.7. Names and telephone numbers of contacts.

2.1.3.8. Load information, to include cargo description, number of passengers, and name of highest-ranking passenger (Distinguished Visitor (DV) code 6 and SES-1 or higher).

2.1.3.9. Meal requirements.

2.1.3.10. Security procedures.

2.1.3.11. Command and Control (C2) Procedures. If the aircrew enters crew rest, the aircraft commander will ensure the troop commander is aware of the existing C2 at that location (local command post, Tanker Airlift Control Element (TALCE), Tanker Airlift Control Center (TACC), Passenger Service, etc.). This is especially important if there is a chance that another aircrew will assume the mission.

2.1.3.12. Overseas intelligence briefing and customs procedures, if applicable.

2.1.3.13. Diplomatic clearance information.

2.1.3.14. Aircrew member passports, visa requirements (emphasizing expiration dates and single-entry verses multiple-entry visas) and international certificates of vaccinations. Immediately notify 18 AF TACC/XOB if aircrew member passports or visas will expire during the duration of the trip including up to 14 days afterwards.

2.1.3.15. Any additional items deemed appropriate.

2.1.3.16. Mission directives (aircraft commander should check mission information in GDSS and other messages pertaining to the mission when available).

2.1.3.17. Take-off, en route, and destination weather.

2.1.4. Crew Duty Time (CDT) and Flight Duty Period (FDP).

2.1.4.1. Both CDT and FDP are in accordance with the appropriate AFI 11-2 MDS-Specific, Volume 3 series.

2.1.4.2. Normally CDT and FDP begin one hour after alert. **EXCEPTIONS:** Any time an aircrew member is required to show before the standard aircrew show time, the CDT and FDP start when the aircrew member arrives to perform duties. For ALFA standby, CDT and FDP begin at alert.

2.1.5. Aircrew Apparel. The aircrew uniform is the only uniform normally required on PHOENIX BANNER, SILVER, or COPPER missions. Civilian attire may be required at some overseas locations when directed by the Foreign Clearance Guide (FCG).

**2.2. Mission Kits.** The trip kit will include, as a minimum, the following:

2.2.1. A copy of AFI 11-289.

2.2.2. Sufficient copies of AF IMT 15, **United States Air Force Invoice**.

2.2.3. Sufficient copies of standard form SF 44, **Purchase Order-Invoice-Voucher**.

2.2.4. Appropriate customs clearance forms for the aircrew and passengers.

2.2.5. A copy of the unclassified sections of the DoD FCG for missions transiting overseas locations, if not already located with the Flight Information Publications.

**2.3. Aircrew Command and Control (C2).** Aircrews and controllers will follow C2 procedures as outlined in Para 4.2. For aircrews on AMC-tasked missions, "C2" refers to 18 AF TACC; for aircrews on missions tasked by USAFE, C2 refers to FPOC; and, for PACAF- or CENTAF-tasked missions, C2 refers to AMD. Aircrews will forward mission problems to 18 AF TACC, the FPOC or AMD, as appropriate.

**2.4. Contacts.** The primary POC for PHOENIX BANNER, SILVER, or COPPER mission planning is WHMO Airlift Operations. The primary POC for aircrews is 18 AF TACC/XOCG, the theater FPOC or AMD, as appropriate. The 89th Aerial Port Squadron (APS) is the single POC for aerial port issues on PHOENIX BANNER, SILVER, or COPPER missions which originate or transit Andrews AFB. Normally, at all offload stations for PHOENIX BANNER missions, an Air Force Advance Agent represents WHMO. If time permits, WHMO provides the name of its POC and Advance Agent to 18 AF TACC/XOOO, who sends the information in the GDSS. If present, the Air Force Advance Agent will meet the aircraft upon arrival. The aircraft commander will provide the Air Force Advance Agent with instructions for reaching the aircrew during overnight stays (to include a telephone number); in turn, the Advance Agent provides a telephone number to the aircraft commander where the agent can be reached. The Advance Agent will not violate the aircraft commander's crew rest. The aircraft commander will inform the Advance Agent and 18 AF TACC/XOCG (or the appropriate theater FPOC or AMD) of any maintenance problems, load problems, or schedule changes.

**2.5. Ground Times, Early Arrivals and Departures.** At onload and offload stations, the planned ground times for PHOENIX BANNER, SILVER, or COPPER missions are 2+15 hours for the C-130 aircraft, 2+45 hours for the C-17, 3+45 hours for the C-5 and 4+15 hours for the KC-10. At en route stations without cargo onload or offload, planned ground times for these missions are 2+15 hours for the C-130, 2+15 hours for the C-17, and 3+15 hours for the C-5 and KC-10. WHMO may request shorter ground times consistent with mission requirements and safety considerations. T.O. 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*, Para 5.32, authorizes concurrent ground operations to include ground servicing, cargo, and maintenance. Aircrews may request early departure if all cargo and passengers are loaded. With C2 concurrence, WHMO must authorize all early arrivals and departures. WHMO

delegates approval authority for early departures of 1+15 or less to the TACC/XOC SAAM Duty Officer. Early departures greater than 1+15 require WHMO approval. For missions outside the continental United States (OCONUS), diplomatic clearance validity must be considered prior to requesting or authorizing early departures and arrivals (many diplomatic clearances do not allow early arrival).

**2.6. Diplomatic Clearances.** Required clearances normally will be obtained before home station departure. In some instances, this may not be possible and special assistance by the State Department may be required. Aircraft commanders will become familiar with the provisions of Section III of the DoD FCG and their in-flight responsibilities for all countries to be over flown or transited. Aircraft commanders must ensure proper clearances have been received before entering foreign airspace. When in-flight deviations are required due to emergencies or other contingencies, contact the appropriate C2 for assistance. Aircraft commanders will keep the appropriate C2 informed of all actions taken or any assistance required.

**2.7. Aircraft Configuration.** Configure PHOENIX BANNER, SILVER, and COPPER missions according to the GDSS. Chocks and ground wires will be on board. C-130 missions will have a cargo ramp support (milk stool) and operational cargo winch on board. 89 APS will coordinate the exact quantities of 463L equipment needed.

## **2.8. Passenger Requirements.**

### **2.8.1. In-flight Feeding.**

2.8.1.1. MAJCOM/A3 may authorize the dispensing of alcoholic beverages on PHOENIX BANNER, SILVER, or COPPER missions according to AFI 34-219, *Alcoholic Beverage Program*.

2.8.1.2. Hot meals (other than in-flight frozen meals) will not normally be served unless USAF In-flight Passenger Service Specialists (Flight Attendants) are on board.

2.8.1.3. WHMO Airlift Operations coordinates the number and type of meals with TRANSCOM. The meal request is added to the GDSS. Meals are requested for departures from USAF Active Duty Installations when legs are four hours or more. At stations other than USAF Active Duty Installations, users are responsible for in-flight meals.

2.8.1.3.1. 89 APS will deliver meals to the aircraft for missions departing Andrews AFB.

2.8.1.3.2. Do not over pack frozen or boxed meals. Meals Ready to Eat (MRE) may be over packed, if requested by the user through WHMO.

2.8.1.3.3. IAW AFMAN 34-240, *Food Service Program Management*, in-flight kitchens issue meals on a credit basis. The senior passenger representative(s) will collect meal money from all passengers and will turn the money over to the aircraft loadmaster for turn-in at the next station's in-flight kitchen or to their home station in-flight kitchen office upon mission termination.

2.8.1.4. IAW AFMAN 34-240, *Food Service Program Management*, the in-flight kitchen will provide snacks, free of charge to passengers, using the Transportation Working Capital Fund (TWCF) for departures from USAF Active Duty Installations.

### **2.8.2. Ground Requirements.**

2.8.2.1. At en route stops, the aircrew is not responsible for special requests of passengers unless directly related to the operation of the aircraft or the mission (as determined by the aircraft commander).

2.8.2.2. Individual passengers are responsible for ensuring their baggage is on the aircraft.

2.8.3. Aircraft Manifesting. WHMO is the manifesting authority for all PHOENIX BANNER, SILVER, and COPPER missions.

2.8.3.1. Space Available and unrelated duty passengers are not authorized on active legs except by very specific exception and approval. Do not manifest, load, or airlift unrelated passengers or cargo unless specifically approved by the user and 18 AF TACC/XOOO (or the MAJCOM Mobility Airlift C2 Facility), who will coordinate with WHMO. Space Available passengers are allowed on positioning and depositioning legs. **EXCEPTION:** Space Available passengers are not allowed on aircraft positioning from or depositioning to Marine Corps Base Quantico (KNYG).

2.8.4. Passenger Access and Seating.

2.8.4.1. C-5 Courier Compartment Access. WHMO will coordinate through 18 AF TACC/XOOO and the requirements will be published in the GDSS. Aircrews should anticipate the use of the Courier Compartment on all PHOENIX BANNER or PHOENIX SILVER missions. The following restrictions apply:

2.8.4.1.1. Courier Compartment seating is limited to six seats. One of the six seats will be reserved for the HMX-1 Security Guard who will accompany all USAF aircrew members who require access to the cargo area when HMX-1 helicopters are carried.

2.8.4.1.2. Normal access to areas other than Courier Compartment and lavatory requires approval of the aircraft commander.

2.8.4.2. HMX-1 Passengers in the Cargo Area. During the movement of HMX-1 assets, personnel (including aircrew) requiring access to the cargo compartment must be accompanied by HMX-1 security or HMX-1 maintenance personnel. **EXCEPTION:** During emergencies, aircrew members will be allowed access to the C-5 cargo compartment without escort. If a problem exists with a HMX-1 helicopter or with the cargo, HMX-1 security or maintenance personnel shall be granted access to the cargo area accompanied by an aircrew member. HMX-1 security and maintenance personnel will be briefed by an aircrew member on the use of emergency equipment prior to accompanying aircrew members during in-flight checks in the C-5 cargo compartment.

2.8.4.3. When a military working dog is carried, the dog handler requires frequent access to the canine to monitor its health and welfare. If the canine is in a non-passenger area, an aircrew member will escort the dog handler.

**2.9. Waivers.** The following standing waivers are applicable to PHOENIX BANNER, SILVER, and COPPER missions only.

2.9.1. USSS agents will retain their weapons and ammunition. They may be placed in vehicles on board the aircraft. HMX-1 and SENEX security will retain their weapons and ammunition when escorting their equipment on PHOENIX BANNER, SILVER and COPPER missions.

2.9.2. Helicopters, vehicles and support equipment under direct control and escort of USSS, WHCA, HMX-1, SENEX and PAG may be transported without hazardous materials shipper certification, packing lists, load lists, placards and markings (C/B, FAW, etc).

2.9.2.1. All helicopters, vehicles and support equipment will be prepared for air shipment according to AFMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*. Aircrew will inspect the cargo to verify proper preparation for air shipment. The user will correct deficiencies before loading cargo.

2.9.2.2. The standing waivers of Para 2.9. do not apply to personnel and equipment (e.g. Tanker Airlift Control Element, Mission Support Team, Maintenance Recovery Team) deploying to support PHOENIX BANNER, SILVER and COPPER missions.

2.9.2.3. Users will validate the weights and dimensions of cargo on their load plans to ensure aircrews have accurate data for computing the aircraft weight and balance.

2.9.3. Escorts will brief the aircraft commander or designated representative on all hazardous material being transported. The aircraft commander will ensure escorts or their designee has received the necessary briefing before departure.

## Chapter 3

### AREA STANDBY FORCE AND BACKUP AIRCRAFT POLICIES

#### 3.1. Area Standby Force.

##### 3.1.1. General:

3.1.1.1. To support short-notice PHOENIX BANNER and PHOENIX SILVER missions, AMC maintains one C-17 aircraft and one C-17 augmented aircrew in continuous BRAVO alert at a CONUS location determined by 18 AF TACC/XOB. Changes to the aircrew complement or alert status, regardless of duration, must be approved by WHMO.

3.1.1.2. 18 AF TACC/XOB, the MAJCOM Mobility Airlift C2 Facility, as appropriate, will task specific BRAVO or ALFA area standby aircraft and crews to support scheduled PHOENIX BANNER and PHOENIX SILVER missions. Authority to release the area standby resides with 18 AF TACC/XOB or the MAJCOM Mobility Airlift C2 Facility, as appropriate. Coordination with the 18 AF TACC/XOB Barrel is strongly encouraged.

3.1.1.3. Unplanned changes to the PHOENIX BANNER and PHOENIX SILVER alert posture must be coordinated with WHMO. WHMO area standby requirements are in addition to other AMC requirements. Non-AMC controlled area standby requirements will be tasked by the MAJCOM Mobility Airlift C2 Facility, as appropriate.

3.1.2. Aircraft configuration. Chocks, ground wires, milk stool and operational winch (as applicable) are required for all standby aircraft.

3.1.2.1. Standby C-130 aircraft will be configured C-1 according to AFI 11-2C-130, Volume 3, Addendum A, unless otherwise directed by WHMO through 18 AF TACC Combat Delivery Division (18 AF TACC/XOBC).

3.1.2.2. Standby C-5 aircraft will be configured CP-2 according to AFI 11-2C-5, Volume 3, Addendum A, unless otherwise directed by WHMO through 18 AF TACC Airlift Allocation Division (18 AF TACC/XOBA).

3.1.2.3. Standby C-17 aircraft will be configured C-2 according to AFI 11-2C-17, Volume 3, Addendum A, unless otherwise directed by WHMO through 18 AF TACC/XOBA.

3.1.2.4. Standby KC-10 aircraft will be prepared with a "B" configuration IAW AFI 11-2KC-10, Volume 3, Para 25.5, unless otherwise directed by WHMO through 18 AF TACC/XOBA.

3.1.3. Status. Area standby forces are normally in Bravo status. This may be upgraded to ALFA alert status by 18 AF TACC on a case-by-case basis after consultation with WHMO. 18 AF TACC may direct an additional augmented aircrew in Charlie status to facilitate area standby force reconstitution. Area standby aircraft in BRAVO status may be used for local training sorties so long as they remain in radio contact with local C2 and are capable of being on the ground at the alert location within one hour of being recalled. If a maintenance discrepancy is discovered that would prevent the aircraft from being launched on a mission, terminate the local training and have the necessary maintenance performed before accomplishing further training.

3.1.4. Mission Validation. Validated WHMO requirements will normally be filled using home station launches. If there is insufficient lead time, the area standby alert force will be used with WHMO Air-

lift Operations approval. The area standby force will be reconstituted IAW Para 3.1.5. WHMO will confirm the tasking and launch approval with 18 AF TACC/XOZ (**EXCEPTION:** Banner Express).

3.1.5. Reconstitution. Area standby force reconstitution process begins when notification is received that the area standby force will be launched. Reconstituted area standby forces must be legal for alert NLT 14 hours from the time of notification. 18 AF TACC/XOB will notify WHMO through normal channels when the reconstituted forces will be legal for alert. Area standby forces may be used to support other short-notice requirements with concurrence of WHMO. They will be launched from Bravo alert to support the new mission.

3.1.6. Alternate Standby Force Tasking. When adverse weather conditions are forecast to impact the primary standby alert force, 18 AF TACC will establish an alternate standby force at a location with more favorable weather to ensure uninterrupted coverage. WHMO will be advised of the standby force alternate location and when the standby force has been reconstituted at the original location.

### 3.2. Backup Aircraft Policies.

3.2.1. Backup Aircraft. All missions requiring backup IAW paragraphs 3.2.1.1., 3.2.1.2., and 3.2.1.3. will be backed up with like MDS, or larger aircraft, if required by the individual dimensions or weights of the cargo. If the load can be moved on a combination of aircraft smaller than the primary aircraft, the backup can be accommodated with one or more dissimilar aircraft with the approval of WHMO. Backup aircraft, or substitute, will be configured to support the load requirements.

3.2.1.1. PHOENIX BANNER Backup. 18 AF TACC/XOB will establish at least one aircraft and aircrew in BRAVO status to cover PHOENIX BANNER active mission segments (CONUS and OCONUS). The aircrew complement (basic vs. augmented) will be sufficient to operate the mission if the primary aircrew cannot. This may be upgraded to ALFA status by 18 AF TACC on a case-by-case basis after consultation with WHMO. The BRAVO alert aircraft and aircrew will be legal for alert no later than one hour prior to the scheduled departure time for active mission segments. The MAJCOM Mobility Airlift C2 Facility will establish at least one aircraft and aircrew in BRAVO status when a theater-tasked PHOENIX BANNER/SILVER mission is on active mission segments.

3.2.1.2. PHOENIX SILVER Backup. CONUS PHOENIX SILVER missions do not normally require a backup aircraft. PHOENIX SILVER missions tasked to overseas locations require backup aircraft to include the departure from the CONUS onload locations. Backup procedures to OCONUS PHOENIX SILVER are the same as those for PHOENIX BANNER missions in Para 3.2.1.1., above.

3.2.1.3. PHOENIX COPPER Backup. PHOENIX COPPER missions do not require a backup aircraft unless specifically tasked by WHMO and 18 AF TACC (or theater FPOC or AMD, as appropriate).

3.2.2. Home Station Departures. No AMC-directed requirement exists for dedicated spare aircraft for PHOENIX BANNER/SILVER/COPPER missions departing home station. BRAVO alert or in-system-select aircraft will fulfill backup requirements. Unit commanders may dedicate a mission spare from their Wing Aircraft Allocation at their discretion.

### **3.3. En Route “In-System Select” Aircrew and Aircraft Requirements.**

3.3.1. For an aircrew to be considered qualified to operate a PHOENIX BANNER/SILVER/COPPER mission, only the aircraft commander and one loadmaster/boom operator must meet the selection and certification criteria in Para [2.1.1.](#) and [2.1.2.](#) of this regulation. In-system select aircraft may be Partially Mission Capable (PMC) as long as the selected aircraft can meet the requirements of the mission being operated.



## Chapter 4

### SECURITY, AND COMMAND AND CONTROL (C2)

**4.1. Aircraft Security.** Security procedures prescribed in appropriate MAJCOM security regulations apply to PHOENIX BANNER, SILVER, and COPPER missions.

4.1.1. For PHOENIX BANNER, SILVER, or COPPER missions operating into foreign airfields, 18 AF TACC/XOO will inform HQ AMC Security Forces Division (AMC/A7F) as far in advance as practical. AMC/A7F will conduct the airfield security assessments, to include host nation security capability, and apprise HQ AMC Threat Working Group (AMC/TWG) of assessment results. If security vulnerabilities exist and host nation support is inadequate, or unavailable, AMC/A7F will assign available PHOENIX RAVEN personnel to the mission and advise both HQ AMC TWG and WHMO of the requirement.

4.1.2. For PHOENIX BANNER, SILVER, or COPPER missions operating into foreign locations, 18 AF TACC/XOO will inform HQ AMC Intelligence Directorate (AMC/A2) as far in advance as practical, providing the planned flight itineraries. HQ AMC Force Protection Intelligence Analysis & Integration Division (AMC/22) will assess the current threat of such operations, apprising HQ AMC TWG of results. HQ AMC Force Protection Intelligence Operations & Applications Division (AMC/A23) will use the planned itineraries to provide “24/7” intelligence flight following for 18 AF TACC.

4.1.3. The aircraft commander will ensure all security force personnel tasked to support a PHOENIX BANNER, SILVER, or COPPER mission receive the applicable briefings.

### 4.2. Command and Control (C2).

4.2.1. PHOENIX BANNER, SILVER, and COPPER missions are of high level interest and must get special attention in accordance with established CLOSE WATCH procedures. Any problems that affect the mission will be immediately brought to the attention of 18 AF TACC for AMC-controlled assets or theater FPOC or AMD, as appropriate, for theater-controlled assets. The senior controller/director will take the necessary action to ensure the mission operates on schedule.

#### 4.2.2. Command:

4.2.2.1. AMC tasked missions. The Commander, AMC, retains operational control of PHOENIX BANNER, SILVER, and COPPER aircraft and aircrews. Control is exercised through 18 AF TACC and the en route FPOC or AMD, as appropriate. For theater-tasked missions, the theater MAJCOM commander retains operational control, which is exercised through the FPOC or AMD. 18 AF TACC, or the theater FPOC or AMD, will update all applicable MAJCOMs on the status, changes, or requirements. For missions when cargo transitions from 18 AF TACC to theater FPOC- or AMD-controlled assets, 18 AF TACC will fully coordinate all mission details with the appropriate FPOC or AMD to ensure precise details are passed, agreed upon, and coordinated. For missions when cargo transitions from the theater FPOC or AMD to 18 AF TACC, the theater FPOC or AMD, as appropriate, will initiate the communication for the above compliance.

4.2.2.2. AMC tasked crews will use the 18 AF TACC C2 system to the maximum extent possible. Theater tasked crews will use the FPOC or AMD C2 system to the maximum extent possible. Aircrews will forward mission problems to 18 AF TACC/XOOG or to the theater FPOC or AMD, as appropriate.

4.2.2.3. When AMC bases are transited, normal C2 reporting procedures apply. At non-AMC stations, aircraft commanders will report all arrivals and departures to 18 AF TACC/XOCG by any means necessary, including high frequency radio, High Frequency-Automatic Link Establishment, L-Band Satellite Communication, commercial telephone or through Flight Service Stations. Non-AMC controlled units should ensure their report is received by their theater FPOC or AMD, as appropriate.

4.2.2.4. When an aircraft departs during non-duty hours, the C2 agency updates the GDSS database and notifies all concerned stations.

4.2.2.5. The appropriate C2 agency (18 AF TACC/XOCG or theater FPOC or AMD) must relay to WHMO Airlift Operations any mission delays and problems that will affect any active legs. Aircrews should not normally contact WHMO directly.

4.2.2.6. WHMO Airlift Operations is the sole validation authority for changes to PHOENIX BANNER, SILVER, or COPPER missions. Air Force Advance Agents and the user (USSS, WHCA, and HMX-1) do not have the authority to alter scheduled missions. If the aircraft commander is approached with a proposed change, the A/C will refer the requesting party to their operations section or to WHMO Airlift Operations.

#### 4.2.3. Communications:

4.2.3.1. Along with normal airborne reporting, remarks should include any special requirements, such as fuel, transportation, parking, security and in-flight meals.

4.2.3.2. Aircrews have limited access to WHCA facilities and will use existing commercial, Defense Switching Network (DSN) and radio equipment for routine communications. As a last alternative, an aircrew requiring WHCA assistance should contact the WHCA Trip Officer or Air Force Advance Agent.

4.2.3.3. For C-130 support to HMX-1 on CONUS cross-country helicopter ferry missions, contact the HMX-1 Operations Duty Officer for a briefing upon arrival at Marine Corps Base Quantico. This briefing will include primary point of contact, helicopter call sign, planned route of flight (to include divers) and frequencies. The call sign and frequencies are necessary for in-flight communication with the ferrying helicopter. Planners will ensure that the airfields are at least suitable for C-130 aircraft. HMX-1 Operations phone number is DSN 278-2760/2209 or Commercial (703) 784-2760/2209.

## Chapter 5

### LOGISTICS PROCEDURES

**5.1. General.** This chapter provides guidelines for aircraft selection and preparation for PHOENIX BANNER, SILVER, and COPPER missions. It applies to all maintenance personnel who support or conduct these support airlift missions. The most highly qualified technicians available should do all inspections, repairs, and verifications.

**5.2. Aircraft Selection and Preparation.** Aircraft are selected like all high priority SAAM missions to meet the highest standards of reliability and must not have an uncorrected history of repeat or recurring malfunctions. PMC aircraft may be used as long as the selected aircraft can meet the requirements of the mission being flown.

**5.3. Flying Crew Chiefs.** Units with Flying Crew Chiefs (FCC) will assign them to PHOENIX BANNER, SILVER, and COPPER missions. The FCC will be responsible for all aircraft inspections, maintenance and servicing after home station departure. At en route locations, the FCC will normally coordinate, direct, and participate in all maintenance support activities due to mission security requirements. The FCC will be responsible to report all grounding conditions to the aircraft commander and 18 AF TACC, or the theater FPOC or AMD, as appropriate. PHOENIX BANNER, SILVER, and COPPER aircraft logistics recovery will be accomplished as prescribed in MAJCOM directives.

**5.4. Chemical, Biological, Radiological, Nuclear, Explosive (CBRNE).** For PHOENIX BANNER, SILVER, and COPPER missions operating into locations where the use of Weapons of Mass Destruction (WMD) by terrorists is a credible threat, as determined by theater commanders, or where such weapons have actually been used, AMC flying units will ensure their aircrew and ground crew personnel are issued protective equipment IAW AFI 11-301, Vol 1, *Aircrew Life Support (ALS) Program*.

## Chapter 6

### AIRCRAFT LOADING

**6.1. Helicopter and Vehicle Loading.** Secure vehicles and helicopters using 1C-XXX-9 restraint criteria and this paragraph.

6.1.1. Users will ensure that loadmasters/boom operators are aware of all additional unplanned cargo placed in vehicles or helicopters. This will ensure the loadmaster/boom operator can calculate the proper weight and balance.

6.1.2. USSS vehicles will be driven on the C-17 and C-130 facing forward, rather than being backed on. Normally USSS vehicles will be driven on the C-5 through the forward doors in the drive-in mode. Aft doors may be used at the discretion of the loadmaster. As a minimum, use four tie-down chains on each end of the vehicle (total of eight). When possible for forward restraint, use at least two, 25,000-pound tie-down chains as part of the total tie-down requirement.

6.1.2.1. C-130 aircraft vehicle-loading ramps. 89 APS maintains vehicle-loading ramps for the C-130. Ramps will remain with vehicles for use on the return trip. After 89 APS vehicle loading ramps are properly positioned for loading or off loading, secure them to aircraft auxiliary loading ramps with two 5,000-pound cargo straps. Attach the ratchet end of the strap to tie-down rings of the sides of vehicle loading ramps and the hook end to a cross member of the aircraft auxiliary ramp. 89 APS will retrieve ramps on termination of the mission. This procedure should only be used when vehicles have no other type of approach shoring.

6.1.3. HMX-1 Support Missions. Loadmasters will load the aircraft IAW user-provided load plans. Loadmasters may adjust or deviate from the load plan only when the load plan exceeds an aircraft limitation, jeopardizes safety of flight, or conflicts with command guidance.

6.1.3.1. VH-60 helicopters are restrained by members of HMX-1 using standard tie-down patterns. For ease of on and offload, the helicopter should be loaded down the centerline of the transporting aircraft. Normally the tie-down consists of two 25,000 and six 10,000 pound chains for forward restraint, two 25,000 and two 10,000 pound chains for aft restraint, two 10,000 pound chains solely for lateral restraint and one 5,000 pound strap securing the tail wheel. The remaining lateral and vertical restraint requirements are normally met by the combination of all chains. Loadmasters will not change the tie-down of helicopters to meet personal preference. The overall responsibility to ensure the cargo is restrained adequately still rests with the aircraft loadmaster.

6.1.4. User cargo preparation. See section [2.9](#) for waivers concerning cargo preparation.

6.1.5. User provided cargo documentation. See section [2.9](#) for waiver of user-provided documentation.

6.1.6. Users will validate the weights and dimensions of cargo on their load plans to ensure aircrews have accurate data for computing the aircraft weight and balance.

**6.2. Forms or IMTs Adopted.** SF 44, **Purchase Order-Invoice-Voucher**, AF IMT 15, **United States Air Force Invoice**, AF IMT 847, **Recommendation for Change of Publication**, AF IMT 1381, **Certification of Aircrew Training**.

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**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 10-301, *Responsibilities of Air Reserve Component (ARC) Forces*  
AFI 10-1101, *Operations Security (OPSEC)*  
AFI 11-2C-5V3, *C-5 Operations Procedures*  
AFI 11-2C-17V3, *C-17 Operations Procedures*  
AFI 11-2C-130V3, *C-130 Operations Procedures*  
AFI 11-2KC-10V3, *KC-10 Operations Procedures*  
AFI 11-215, *USAF Flight Manuals Program (FMP)*  
AFI 11-301, Volume 1, *Aircrew Life Support (ALS) Program*  
AFI 33-360, Volume 1, *Air Force Content Management Program—Publications*  
AFI 34-219, *Alcoholic Beverage Program*  
AFMAN 24-204 (I), *Preparing Hazardous Materials for Military Air Shipments*  
AFMAN 34-240, *Food Service Program Management*  
AFMAN 37-138, *Records Disposition--Procedures and Responsibilities*  
AFPD 11-2, *Aircraft Rules and Procedures*  
T.O. 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*

***Abbreviations and Acronyms***

**A2**—(HQ AMC) Intelligence Directorate  
**A22**—(HQ AMC) Force Protection Intelligence Analysis & Integration Division  
**A23**—(HQ AMC) Force Protection Intelligence Operations & Applications Division  
**A33**—(HQ AMC) Operations Management Division  
**A37T**—(HQ AMC) Aircrew Training Division  
**A37V**—(HQ AMC) Standardization/Evaluation Division  
**A7F**—(HQ AMC) Installation & Mission Support Directorate, Security Forces Division  
**A/C**—Aircraft Commander  
**AETC**—Air Education and Training Command  
**AFDPO**—Air Force Departmental Publishing Office  
**AFI**—Air Force Instruction  
**AFORMS**—Air Force Operations Resource Management Systems

**AFPD**—Air Force Policy Directive  
**AFRC**—Air Force Reserve Command  
**ALS**—Aircrew Life Support  
**AMC**—Air Mobility Command  
**AMCC**—Air Mobility Control Center (AMC)  
**AMD**—Air Mobility Division (PACAF, USAFE and CENTAF)  
**AMOCC**—Air Mobility Operations Control Center  
**ANG**—Air National Guard  
**AOC**—Air Operations Center  
**APS**—Aerial Port Squadron  
**ARC**—Air Reserve Component  
**ARMS**—Aviation Resource Management System  
**ATOC**—Air Terminal Operations Center  
**C2**—Command and Control  
**C/B**—Center of Balance  
**CBRNE**—Chemical, Biological, Radiological, Nuclear, Explosive  
**CDT**—Crew Duty Time  
**CENTCOM**—US Central Command  
**CENTAF**—US Central Command Air Forces  
**CONUS**—Continental United States  
**DOD**—Department of Defense  
**DSN**—Defense Switching Network  
**DTMPS**—DoD Transportation Movement Priority System  
**DV**—Distinguished Visitor  
**EUCOM**—US European Command  
**FAW**—Front Axle Weight  
**FCC**—Flying Crew Chief  
**FCG**—Foreign Clearance Guide  
**FDP**—Flight Duty Period  
**FMP**—Flight Manuals Program  
**FOUO**—For Official Use Only  
**FPOC**—Force Projection Operations Center

**GDSS**—Global Decision Support System  
**HMX-1**—Marine Helicopter Squadron One  
**HQ**—Headquarters  
**IAW**—In Accordance With  
**IMT**—Information Management Tools  
**JMC**—Joint Movement Center  
**JMCG**—Joint Mobility Control Group  
**KNYG**—Marine Corps Base Quantico  
**MAJCOM**—Major Command  
**MDS**—Mission Design Series  
**MRE**—Meal Ready To Eat  
**OCONUS**—Outside the Continental United States  
**OG/CC**—Operations Group Commander  
**OPR**—Office of Primary Responsibility  
**OPSEC**—Operations Security  
**OSS**—Operations Support Squadron (Current Operations)  
**PA**—Privacy Act  
**PACAF**—US Pacific Command Air Forces  
**PACOM**—US Pacific Command  
**PAG**—Presidential Airlift Group  
**PMC**—Partially Mission Capable  
**POC**—Point of Contact  
**RDS**—Records Disposition Schedule  
**RON**—Remain Overnight  
**SAAM**—Special Assignment Airlift Mission  
**SENEX**—Senior Executive Service  
**SES**—Senior Executive Service  
**STAN/EVAL**—Standardization/Evaluation  
**TACC**—Tanker Airlift Control Center  
**TALCE**—Tanker Airlift Control Element  
**TCJ3**—US Transportation Command, Operations Directorate  
**TWCF**—Transportation Working Capital Fund



**TWG**—Threat Working Group

**USAFE**—United States Air Forces in Europe

**USSS**—United States Secret Service

**USTRANSCOM**—United States Transportation Command

**WHCA**—White House Communication Agency

**WHMO**—White House Military Office

**WMD**—Weapons of Mass Destruction

**XOB**—(18 AF TACC) Mobility Management Directorate

**XOBA**—(18 AF TACC) Airlift Allocation Division

**XOBC**—(18 AF TACC) Combat Delivery Division

**XOC**—(18 AF TACC) Command and Control Directorate

**XOCG**—(18 AF TACC) Global Operations Division

**XOG**—(18 AF TACC) Global Channel Operations Directorate

**XOGC**—(18 AF TACC) Commercial Channel Operations Division

**XOO**—(18 AF TACC) Current Operations Directorate

**XOOO**—(18 AF TACC) Special Assignment Airlift Mission Division

**XOZ**—(18 AF TACC) Director of Operation (“Senior”)